Starter Line:
Southwest Waterfront with River Crossing to Anacostia Station and Minnesota Avenue Station

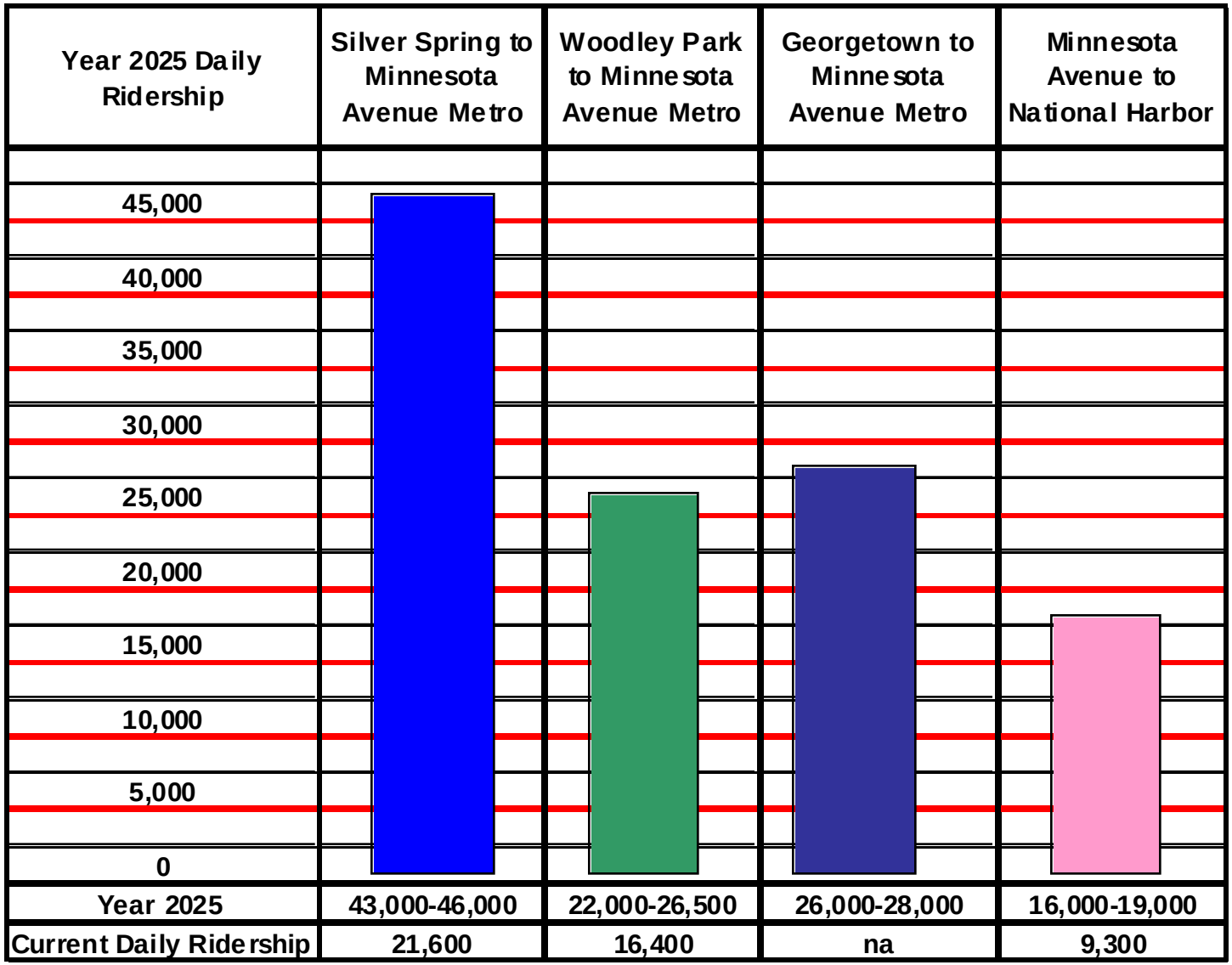
Starter Line

- **Access and mobility east of the Anacostia River significantly increased**
- **Anacostia Waterfront Initiatives are reinforced**
- **Serves existing development and stimulates new development**
- **Takes advantage of possible rail yard locations**
- **Uses existing railroad corridor for almost half of the initial operating segment**

DC Office of Planning: Anacostia Waterfront Initiative

with Starter Line

Potential Ridership for Most Promising Corridors



Year 2025 Daily Ridership	Silver Spring to Minnesota Avenue Metro	Woodley Park to Minnesota Avenue Metro	Georgetown to Minnesota Avenue Metro	Minnesota Avenue to National Harbor
Year 2025	43,000-46,000	22,000-26,500	26,000-28,000	16,000-19,000
Current Daily Ridership	21,600	16,400	na	9,300

Typical Vehicle Capacity of Alternative Transit Modes

Features	Bus	BRT	Trolley (Portland Skoda)	LRT (Siemens S-70)	DMU** (Southern NJ-Adtranz)	HRT (Metrorail)
Total Number of Passengers	60	60	87	120	120	120
Number of Passengers Seated	35	35	30	72	72	74
Single Vehicle Length	40 ft	40 ft	65 ft (Articulated)	92 ft (Articulated)	92 ft (Articulated)	75 ft
Assumed Headway (in Minutes)	6	6	6	6	6	6
Hourly Capacity/Vehicle (One Way)	600	600	870	1200	1200	1200
Number of Vehicles/Trip	1	1	1	2	2	8
Hourly Capacity/Bus or Train (One Way)*	600	600	870	2400	2400	9600

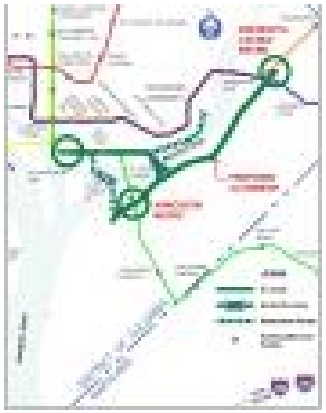
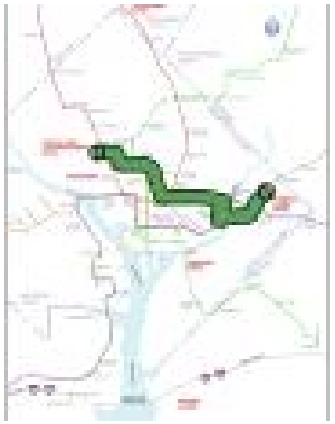
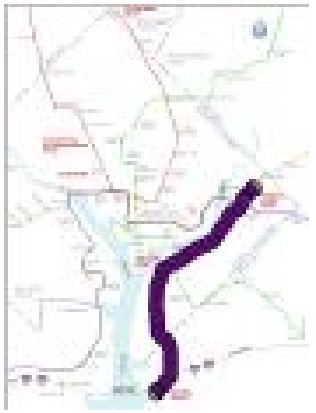
*Hourly capacity equals number of buses or trains/hour times patron capacity
**Diesel Multiple Unit: Self-propelled rail transit vehicle

Alternative Transit Modes: Per Mile Construction Costs

	Bus	BRT	Trolley	LRT	DMU	HRT
						
Line	NA	$ 2.6M	$18 M	$30 M	$18 M	$120 M
Stations/ Stops	10 @ 20K= $0.2M	4 @ .2M= $0.8M	4 @ .25= $1M	4 @ .5M = $2M	4 @ .5M = $2M	1 @ $135M
Total per mile	$0.2M	$3.4 M	$19 M	$32 M	$20 M	$255M

Note: Costs are FY 2002$ and include soft costs; vehicles, yard/shops and ROW costs not included. BRT assumes reconstruction of curb lanes with special pavement, signal priority, off-vehicle fare collection and ITS. Trolley and LRT assume street running in mixed traffic. Source for trolley costs: Portland Trolley Project. DMU assumes reconstruction of trackwork in existing freight corridor with grade crossing protection. Source for DMU costs: Southern NJ and Oceanside CA DMU projects. Heavy rail assumes mined tunnel construction.

Order of Magnitude Costs for Most Promising Corridors and Starter Line

Starter Line	Silver Spring to Minn. Ave	Woodley Park to Minn. Ave.	Georgetown to Minn. Ave.	National Harbor to Minn. Ave.
				
$310 Million 7.2 miles	$630 Million 14.5 miles	$400 Million 8.5 miles	$360 Million 8.1 miles	$380 Million 9.4 miles
Incremental Costs with Starter Line in Place	$440 Million	$286 Million	$101 Million	$200 Million

Note: Range of costs in FY 2002$ are provided to implement a surface running LRT system with trolley vehicles in each of these corridors. The specific street alignments, profiles (at-grade, aerial or underground), number of station stops, number and type of vehicles and yard locations will influence these costs. ROW acquisition and environmental mitigation costs are not included.

Starter Line with Options

Starter Line	South Capitol St.: Southwest Waterfront to Anacostia Metro	Minn. Ave. to Bolling AFB/Naval Research Lab (DMU)
		
$310 Million 7.2 Miles	$200 Million 4.0 Miles	TBD 7 Miles ±
Includes yard/shop cost; no ROW costs	Includes yard/shop cost; no ROW costs	

Return on Investment Study Objectives

- Identify potential tax revenues that could be generated from redevelopment stimulated by investment in trolley/LRT within the most promising corridors and the Starter Line
- Gross new taxes result from two sources:
  - Renovation and redevelopment of real estate and related increases in population and employment within designated activity centers
  - Enhanced real property valuation of corridor-wide properties because of locational advantage created by trolley/LRT stations
- ROI is based on gross new taxes (not “net new fiscal revenues”) in 2025 divided by the District’s estimated portion of construction costs